

Correspondence for October 2025 PC meeting

a. Proposed 40 and 50mph Speed Limits on the A272 at Hadlow Down

Dear Clerk

Thank you for your email of 6 August 2025 in response to the statutory consultation on the proposed changes to the speed limits on the A272 at Hadlow Down. I understand that the Parish Council consider the measures to be a step in the right direction but would like some other matters to be given consideration. I will respond to the requests that you have made in the same order as they have been made.

a) School Lane

The Lead Member for Transport and Environment, Councillor Claire Dowling approved an allocation of £500,000 to a three-year Speed Management Programme to review the speed limits across the county's A and B-class road network, assess whether the existing speed limit is appropriate, and identify areas where they could be reduced or made more effective. Although we understand your concern, the C11 School Lane is outside the scope of the present Speed Management Programme.

The resources we have available for road safety interventions are limited, so it is important that they are used effectively and target casualty reduction. The cost of introducing a 20mph speed limit in School Lane with speed humps would be expensive. It would also require traffic signs, road markings and street lighting to ensure the humps are visible to drivers during hours of darkness and periods of poor visibility.

I have checked the personal injury crash data supplied to us by the Police, and there has only been one slight injury crash reported to the Police in the latest available five-year period up to 31 May 2025. As part of this year's Road Safety Programme, we have identified 52 sites with four or more personal injury crashes within a 25-metre radius in urban areas, and a 50-metre radius in rural areas where crashes tend to be spread out over longer lengths of road, in a three-year assessment period. As School Lane has a relatively good safety record, a 20mph speed limit with traffic calming measures here is not an identified priority for the County Council at the present time.

b) A272 west of village

The start of the existing 30mph speed limit is the most appropriate. The guidance provided by the Department for Transport recommends that 30mph terminal signs are located on the part of the road where the development becomes visible to drivers, as this helps drivers understand the reason for the speed limit, and helps to reinforce the visual message for the need to reduce speed.

The Department for Transport no longer gives approval to countdown markings in advance of a lower speed limit. The use of countdown markers has little or no effect on traffic speed and the additional signs add to sign clutter.

Although the use of countdown markers is not appropriate, we could consider an improved village nameplate with a road safety message, in advance of the 30mph speed limit as part of the works order.

As part of the Hadlow Down improved compliance scheme, we are also proposing to provide several hazard warning posts in the verge on the northern side of the A272 either side of the crossing point used by the school.

c) A272 east of village

For the reasons given above, the Department for Transport no longer gives approval to countdown markings in advance of a lower speed limit.

Although the use of countdown markers is not appropriate, we could consider an improved village nameplate with a road safety message, in advance of the proposed 40mph speed limit as part of the works order. If the Parish Council would like to discuss the introduction of new village nameplates that includes a road safety message in more detail you should contact

traffic.safety@eastsussex.gov.uk.

In respect to the request for the national speed limit to be reduced to 50mph between the proposed 40mph speed limit and the A272/A267 junction, this length of road was assessed as part of the Speed Management Programme. However, it was not one of the 16 sites identified to be a priority in the first two-years of the Speed Management Programme. Further sites will be assessed and prioritised in future years.

d) A272 centre of village

The section of road to the east of the village, that is presently subject to a 40mph speed limit is not in accordance with our policy for a 30mph speed limit. Our policy on Local Speed Limits (PS05/02) that is based on the national guidance provided by the Department for Transport recommends that 30mph speed limits are appropriate in built-up areas and villages with “20 or more properties served by private accesses that adjoin the main road (on one or both sides of the road) located over a length of not less than 600-metres and clearly visible to drivers” with average traffic speeds below 33mph. A lower 30mph speed limit here is not in accordance with our policy for a 30mph speed limit, so it is not an identified priority as part of the Speed Management Programme.

The introduction of a 40mph speed limit to the east of the village, for the full extent of the existing 50mph speed limit, to create a longer 40mph limit is the most appropriate for the road environment and average speed of traffic. It was therefore one of 13 sites identified to be a priority for a lower speed limit as part of the Speed Management Programme.

e) Enforcement

The enforcement of speed limits is of course a matter for the Police. Once the speed limits have been introduced, I would recommend that you contact Sussex Police at csw@sussex.pnn.police.uk. to ask whether any further enforcement of the speed limits in Hadlow Down would be appropriate.

In respect to the request for a permanent camera by St. Mark’s Church, the use of safety cameras is also controlled by Sussex Police. There is strict national guidance on the use of cameras, to ensure they are only deployed to improve road safety and not as a means of generating revenue. I have checked the safety record on the A272 at Hadlow Down, and the site does not meet the criteria for referral to the Police for further consideration of a camera.

f) A272/A267 Junction

As previously indicated, a new roundabout at the A272/A267 junction is outside the scope of the Speed Management Programme. The Speed Management Programme identified locations on our A and B-class road network where speed limits could be reduced or made more effective. Although a new roundabout is not being taken forward as part of the Speed Management Programme, it is proposed to extend the existing 40mph speed limit in Five Ashes further to the south to include the A272/A267 junction in the second year of the programme.

g) Other Matters

It is acknowledged that the required visibility splays for new developments reduce for lower traffic speeds. However, I can advise you that no consideration was given to this when we were identifying the 16 priority sites to be taken forward in the first two-years of the Speed Management Programme.

The next stage is to advertise the Traffic Regulation Order (TRO) for the proposed changes to the speed limits in the local press, and place plans and Notices on-site for the minimum statutory period of 21 days. If the Parish Council wishes to formally object to the speed limits that are being proposed, you will need to do so in writing before the consultation period closes. I will advise you of the dates as soon as they are known.

If no objections are received, the changes to the traffic signs and road markings can be made, and the TRO can be made permanent. If objections are received, and not resolved in writing, a report will need to be presented to our Planning Committee, so they can consider the objections. The Planning Committee cannot make changes to the scheme, they can only decide whether to proceed, or not to proceed.

I trust this clarifies the position; and thank you for responding to the statutory consultation.

b. Email from resident regarding fireworks

I have lived at [REDACTED] over 30 years and watched the yearly bonfire night become more successful.

However Last year the Noise from the Firework Display was excessive to the point the finale was vibrating our garden and house. The firework launch appeared to be in our kitchen. That is no exaggeration

This is really Not acceptable and should not happen again this year.

The Fire work display should be centred as far away as possible from School Lane ideally beyond the cricket square.

Also there is no reason to use such loud fireworks especially the Final "BOMB" in such a confined area.

It would be nice if there was a bit of respect for the near neighbours of the playing field all of whom have animals.

c. Letter from resident regarding Drakes Head Den

Dear Mr Lunn and the HD Parish Council,

I am pleased to see that we have now had an appeal decision on Drakes Head Den ruling that the enforcement is upheld against the caravan and fence. I am, however, very disappointed to see that the additional stable block and the shipping container which have both been erected/installed since the enforcement have not been included in the decision as we have been led to believe that they would be. Councillor Wellman, myself and others have raised this in Parish Council meetings on a number of occasions and you have advised us that they would all be considered together. Are Wealden D.C. Enforcement even aware that they have been installed on this land?

I have pointed out, on a number of occasions, both to the Parish Council and Wealden D.C.

Enforcement that, according to the Article 4 (1971) Pigsfoot Farm Direction planning consent is required on this land prior to any development taking place. (The inspector for the Secretary of State describes it as 'express planning permission' – see note 5 of the appeal decision.)

Yours sincerely,

p.s. There seems to be some confusion regarding the additional field shelter granted under WD/2019/2227/FR. I can clarify that the additional field shelter was the one that was subsequently erected on the piece of land known as Ginger's Patch. Both fields were included under the same reference no.